STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead — *Rail Safety Program Administrator*

January 24, 2005

Mr. Tom Andryuk
Manager Field Engineering
Union Pacific Railroad Company
500 West Madison Street / Suite 3610
Chicago, IL 60661

Dear Mr. Andryuk:

This will acknowledge receipt of Union Pacific Railroad Company's Form 1 petition and Form 2 notice concerning the proposed installation of CRTU monitoring device at the following grade crossing.

City / RR Station	Street	DOT Number	County	Date Additional Info Received
Waukegan	Madison Street	176 624D	Lake	January 5, 2005

We have no objection to the proposed changes.

Very truly yours,

CB

Michael E. Stead
Rail Safety Program
Administrator

rlb

527 East Capitol Avenue, Springfield, Illinois 62701
Telephone [217] 782-7660 Fax [217] 785-7404 TDD ("V/TTY") [217] 524-4915
www.icc.state.il.us

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UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT
COMMUTER OPERATIONS

500 WEST MADISON STREET
SUITE 3610
CHICAGO, ILLINOIS 60661
(312) 496-4750

December 21, 2004

Mr. David Lazarides
Director of Processing
Transportation Division
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62706

Re: DOT #176 624d, Madison St, Waukegan, IL

Dear Sir:

Enclosed is the Form 1 requesting a minor change and Form 2 confirming completion of this change for the attached referenced crossing. Circuit plans are also included.

These locations are part of the CRTU Project on the Union Pacific Railroad authorized under Stipulated Agreement 946 with ICC Order T00-0095.

Sincerely,

Thomas N. Andryuk

Thomas N. Andryuk
Manager of Field Engineering

TNA:aes
cc: M. Shumate
Operating Files

Lazarides13.tna

STATE OF ILLINOIS
Illinois Commerce Commission
Transportation Division

Form 1

Notice of proposed minor change in crossing protection under 92 Illinois Administrative Code 1535.400 (b) and (c).

Date: DECEMBER 21, 2004

To the Illinois Commerce Commission:

The UNION PACIFIC RAILROAD hereby gives
(name of railroad company)

notice that it proposes to make a change, designated as a minor change under 92 Illinois Administrative Code 1535.400 (b) and (c) in crossing Number 176 624D located near WAUKEGAN,
(city or village)

being the crossing of MADISON ST., with
(name of street, or highway, if any)

KENOSHA SUB.
(designation of tracks or lines to be crossed) A full statement of the proposed

changes are as follows:

INSTALL CRTU

UNION PACIFIC
(Railroad Company)

By Donald R. Andryuk
(Attach additional sheet if necessary)

Completion of this form is necessary to accomplish the statutory purpose as outlined in the Illinois Commercial Transportation Law, Section 18c-7401. This form has been approved by Forms Management Center.

524-0113 *cc207/25*

STATE OF ILLINOIS
Illinois Commerce Commission
Transportation Division

Form 2

Notice of completion of minor change in crossing protection under 92 Illinois Administrative Code 1535.400(c)

Date: DECEMBER 21, 2004

To the Illinois Commerce Commission:

The UNION PACIFIC RAILROAD (name of railroad company) hereby gives notice that on 5-26-2004 (date) it completed the making of a minor change at crossing Number 176 624 D in accordance with the notice proposing such change given to this Commission on DEC. 21, 2004 (date).

UNION PACIFIC
(Railroad Company)

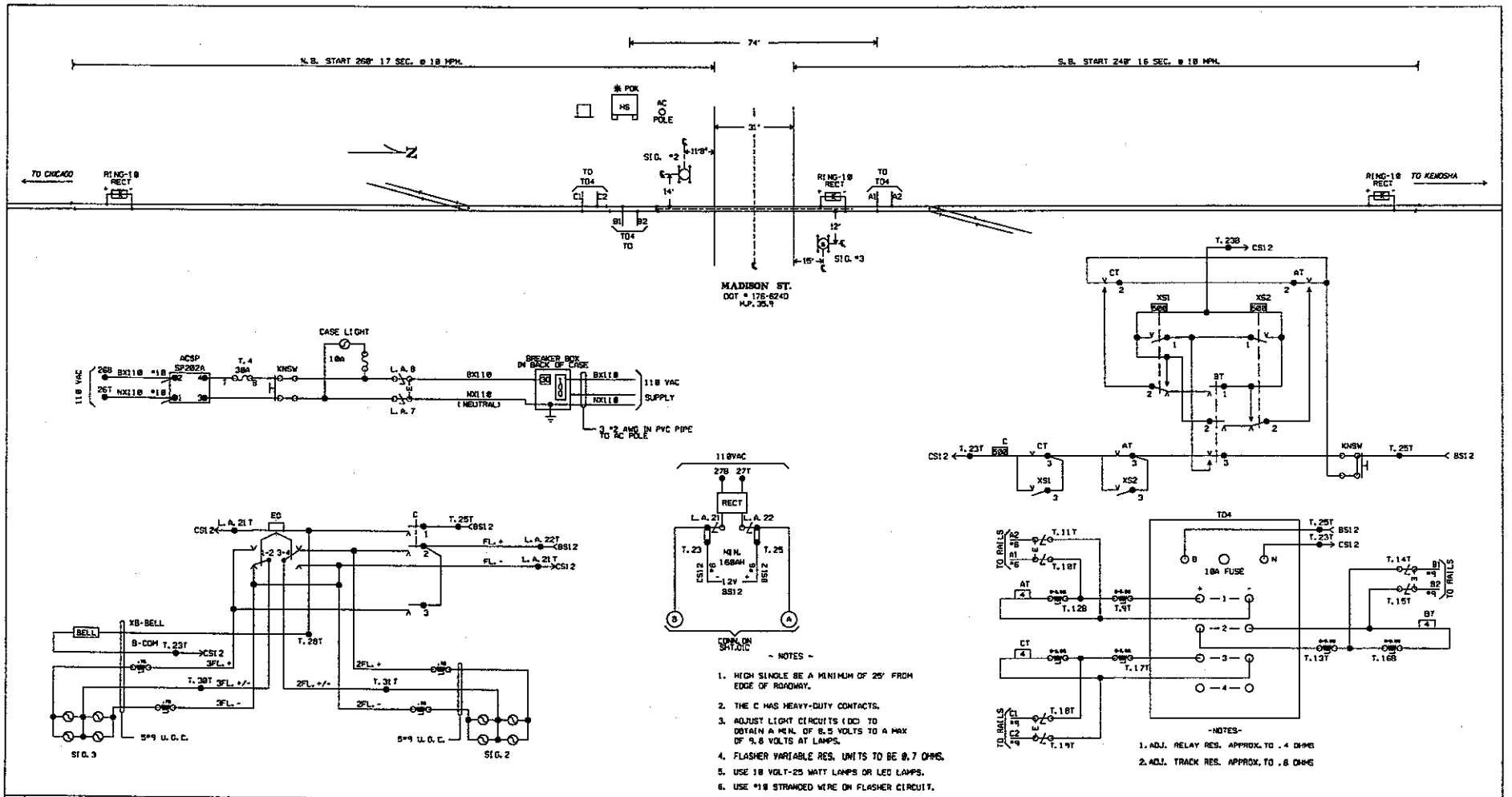
By Thomas M. Andrzyk

Completion of this form is necessary to accomplish the statutory purpose as outlined in the Illinois Commercial Transportation Law, Section 18c-7401. This form has been approved by Forms Management Center.

524-0113

G:\LAW\CONTRACT\C18131.002

cc207/25



~ NOTES ~

1. HIGH SIGNALS BE A MINIMUM OF 25' FROM EDGE OF ROADWAY.
2. THE C HAS HEAVY-DUTY CONTACTS.
3. ADJUST LIGHT CIRCUITS (DC) TO OBTAIN A MIN. OF 8.5 VOLTS TO A MAX OF 9.6 VOLTS AT LAMPS.
4. FLASHER VARIABLE RES. UNITS TO BE 8.7 OHMS.
5. USE 18 VOLT-25 WATT LAMPS OR LED LAMPS.
6. USE #18 STRANDED WIRE ON FLASHER CIRCUIT.

-NOTES-

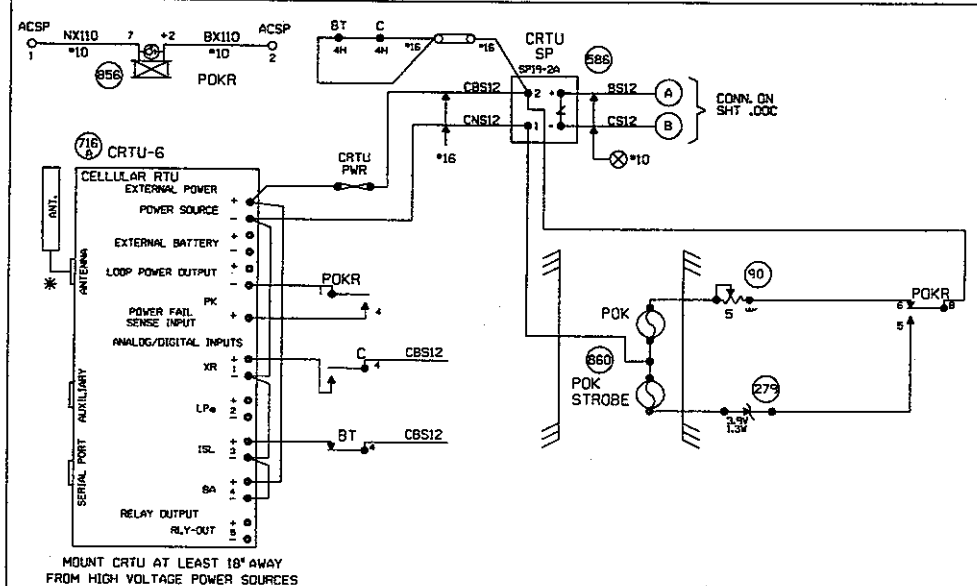
1. ADJ. RELAY RES. APPROX. TO .4 OHMS
2. ADJ. TRACK RES. APPROX. TO .8 OHMS

REVISIONS

REV.	
11-28-90	XING AS PER IN-SERVICE FIELD INFO.
11-6-97	M.P. CIT/MITT
REV. 11-9-04	INSTALLED CRTU MOD. 4287 MOD. 4290 5-26-04 JRB/MITT/EBL

UNION PACIFIC **WAUKEGAN, IL.**
MADISON ST.
M.P. 35.9
OFF OF
SIGNAL DESIGN **KENOSHA SUB.**

KEN0359X. 00C
INDEX NO: 148184



MOUNT CRTU AT LEAST 18" AWAY FROM HIGH VOLTAGE POWER SOURCES

NOTES:

ALL DIODES 1N5060 OR 1N4004 UNLESS OTHERWISE NOTED.
* MOUNT ANTENNA ON TOP OF HOUSE.
ALL WIRES #18 UNLESS OTHERWISE NOTED.
ALL UNUSED 'NC' INPUTS MUST BE TIED HIGH TO BATTERY
ALL UNUSED ANALOG INPUTS MUST BE TIED HIGH TO BATTERY
ALL UNUSED 'NO' INPUTS MUST BE DISCONNECTED
NORMAL STATE FOR ANALOG CHANNELS IS EQUAL TO THE STORED NOMINAL VOLTAGE +120% OR -81%
CRTU FRONT PANEL DISPLAY CHART INDICATES NORMAL STATE

■ DIGITAL INPUT HIGH, OR POWER FAIL INPUT CLOSED □ DIGITAL INPUT LOW, OR POWER FAIL INPUT OPEN

LATCH IS SET BECAUSE CRTU DETECTED AN ALARM CONDITION

12.0SV L

'sRUN MODE' 'sRUN MODE-SILENT'
CRTU RADIO IS DISABLED. REPROGRAM CRTU WITH LAPTOP.

ANALOG AND AC INPUT MODULES MUST BE MOUNTED LESS THAN 12" FROM CRTU

UNIT INSTALLATION AND SETUP

R.R. SITE ID WHERE: SSSS = 4 CHARACTER SUBDIVISION ID. FILL WITH PRECEDING ZEROS AS REQUIRED. THE MAIN TRACK SUBDIVISION ID* IS IN THE CURRENT TIMETABLE. INDUSTRIAL LEADS, LEASED, AND LEAD TRACKS LISTED WITHIN THE SUBDIVISION MAY HAVE THEIR OWN UNIQUE SUBDIVISION ID*. DO NOT AUTOMATICALLY USE THE MAIN TRACK SUBDIVISION ID* FOR THESE OTHER TRACKS. ALWAYS DOUBLE CHECK WITH THE MOST CURRENT PRINTED COPY OF THE TIMETABLE. LLLLLLLL = 8 CHARACTERS USE DOT* AT CROSSINGS, AND USE MP* AT WAYSIDE AND HBD SITES. FILL WITH PRECEDING DASHES AS REQUIRED. THE MP* MUST USE A DECIMAL POINT TO SEPARATE NUMBERS. AA = 2 CHARACTER STATE NAME FOR CROSSINGS. AA = 'WD' FOR WAYSIDE LOCATIONS, AA = 'HB' FOR HBD SITES. MUST BE 14 CHARACTERS LONG, NO SPACES ALLOWED.

SITE IDENTIFIER: SSSSLLLLLLLLAA	0010-176624DIL
SIGNAL STRENGTH dBm	86dBm
CARRIER ID	00020
FIRMWARE VERSION	2.13.12
SERIAL NUMBER	03-03135-2801
CONFIGURATION NET	MICROBURST
SIGNAL STATUS	
SCADANET STATUS	
SILENCE INTERVAL	60 MINUTES
HEALTHCHECK INTERVAL	EVERY 2 DAYS
ALARM DEFER DELAY	240 MINUTES (4 HOURS)
OPERATION TO RESUME:	RUN
CALIBRATION CONSTANT	
CH4	
POWER SOURCE	

FIELD PROVIDES: SAMPLED NOMINAL VOLTAGES, SCADANET STATUS CALIBRATION CONSTANTS, SERIAL NUMBER, AND SIGNAL STATUS.

CHANNEL SETUP - STANDARD CONFIGURATION 15:XR,LPe,ISL,BA

CHANNEL NORMAL STATE	SENSE (NO/NC)	NAME FUNCTION	RECOGNITION DELAY SECONDS ACTIVE	RECOGNITION DELAY SECONDS NORMAL	RETURN TO NORMAL	REPORTING MODE	ALARM LINKED CHANNEL	ALARM LINKED CRITERIA	EVENT LOGGING ENABLED OPTIONS
POWER FAIL (CH5) ■	POWER FAIL DETECT NO	PFin-PK AC POWER FAIL	7,200 ALARM	300 NORMAL	ENABLED	ALERT	DISABLED	N/A	
CH1 ■	DIGITAL INPUT NO	CH1-XR XR DOWN TO LONG	1,800 ALARM	1 NORMAL	ENABLED	ALERT	DISABLED	N/A	
CH2 □	DIGITAL INPUT NO	CH2-LPe LIGHT OUT GATES NOT UP/DOWN XING CNTRLR FAILED	120 ALARM	10 NORMAL	ENABLED	ALERT	DISABLED	N/A	
CH3 ■	DIGITAL INPUT NC	CH3-ISL ISLAND OCCUPIED DAX, PREEMPT WARNING TIME	1 ACTIVE	1 NORMAL	DISABLED	STATUS ONLY	DISABLED	N/A	DIGITAL EVENTS
CH4 STORED NOMINAL VOLTAGE	ANALOG INPUT N/A	CH4-BA/V BATTERY MONITOR BATTERY LOW	300 ALARM	300 NORMAL	DISABLED	ALERT W/UPDATE	DISABLED	N/A	CH1-XR CH3-ISL
POWER SOURCE (CH5)	ANALOG INPUT N/A	PS-BA/V BATTERY MONITOR BATTERY LOW	300 ALARM	300 NORMAL	DISABLED	ALERT W/UPDATE	DISABLED	N/A	

ANALOG CHANNEL	USEFUL RANGE VOLTS LOW	USEFUL RANGE VOLTS HIGH	DISPLAYED RANGE VOLTS LOW	DISPLAYED RANGE VOLTS HIGH	RELATIVE ALARM POINT LOW	RELATIVE ALARM POINT HIGH	ABSOLUTE ALARM POINT LOW	ABSOLUTE ALARM POINT HIGH	AUTOMATIC UPDATE INTERVAL	STORED NOMINAL VOLTAGE	SAMPLED NOMINAL VOLTAGE
CH4	0.0	30.00	0.0	30.00	81%	120%	10.0	28.0	10 DAYS	13.45	13.45
POWER SOURCE	0.0	30.00	0.0	30.00	81%	120%	10.0	28.0	10 DAYS	13.50	13.47

RELAY OUTPUT	NAME RLY-OUT	ACTIVE SET-UP-OPEN	NORMAL CLR-ON-CLOSE	PULSE DURATION	15 SECONDS	CHARTS REV'D 3-2-01

MAINTENANCE OPERATIONS

TO START OR ABORT ANY PROCEDURE
1. PRESS THE 'CANCEL' BUTTON FIRST.

WHEN RESPONDING TO A CALL, PUT THE CRTU IN THE 'SILENCE ALARMS' MODE
1. PRESS 'SELECT' AND THEN '+ ARROW' BUTTON UNTIL DISPLAY: ACTION? SILENCE ALARMS
2. PRESS THE 'SELECT' BUTTON TWICE.
3. CORRECT PROBLEM AND SIMULATE NORMAL TRAIN MOVEMENT THROUGH THE LOCATION
4. EXAMINE EACH CHANNEL ON THE CRTU
5. PRESS THE '+/- ARROW' BUTTON VERIFY ALL CHANNELS INDICATE A NORMAL STATE NORMAL STATES ARE ON THE CHANNEL SETUP CHART

CLEAR TIMERS, LATCHES AND SEND ALL NORMAL
1. DO STEPS #1 - #5 ABOVE, AND PRESS 'CANCEL'.
2. PRESS 'SELECT' AND THEN '- ARROW' BUTTON UNTIL DISPLAY: ACTION? SERVICE MODE
3. PRESS 'SELECT' AGAIN TO RESET TIMERS, AND IF DISPLAY: SERVICE MODE ALL NORMAL
4. PRESS 'SELECT' AGAIN TO CLEAR LATCHES, AND SEND ALL NORMAL. SKIP STEPS #5-#6.
5. HOWEVER, IF ALARMS ARE NOT CLEARED: DISPLAY: SERVICE MODE ALARMS PENDING/PRESENT
6. PRESS 'CANCEL', CORRECT PROBLEM AND REPEAT STEPS #2 THRU #5 UNTIL ALL NORMAL SENT.

TO CANCEL THE 'SILENCE ALARMS' MODE
1. PRESS 'SELECT' AND THEN '+ ARROW' BUTTON UNTIL DISPLAY: ACTION? CANCEL SILENCE
2. PRESS THE 'SELECT' BUTTON AGAIN

EXAMINE & SET BATTERY VOLTAGE NOMINAL VALUE
1. PRESS THE '+ ARROW' OR '- ARROW' BUTTON UNTIL THE DESIRED CHANNEL IS DISPLAYED. DISPLAY: PS-BA: 13.83V NORMAL
2. VERIFY THE DISPLAYED READING WITH A DIGITAL VOLTMETER
3. PRESS THE 'SELECT' BUTTON, AND THE CRTU DISPLAY WILL SWITCH BETWEEN CURRENT/SAVED NOMINAL VOLTAGE VALUES. DISPLAY: NOMINAL ON #5? (CURRENT) 13.83 DISPLAY: SAVED NOMINAL 6 (STORED) 12.89
4. PRESS THE 'SELECT' BUTTON AND THE CURRENT OR 'NOMINAL ON' VALUE WILL BE SAMPLED AND STORED AS THE 'SAVED NOMINAL' VALUE
5. VERIFY THE 'NOMINAL ON' AND 'SAVED NOMINAL' VALUES ARE EQUIVALENT, REPEAT STEPS #1 THRU #3 & PRESS THE 'CANCEL' BUTTON.

WAUKEGAN, ILLINOIS
MADISON STREET
M.P. 35.9
KENOSHA SUBDIVISION
D.O.T.#176 6240

REV. 11-9-04
INSTALLED CRTU
W.O.# 3327
REC# 9470
5-26-04
JRA/WITT/EML

MODIFICATION LEVEL	
Q.A. LAST LEVEL CHK'D.	
LAST LEVEL MOD. THIS TYP.	
LAST LEVEL BY DESIGNER.	
CHANGED FROM TYP.? Y/N	

UNION PACIFIC SIGNAL DESIGN

DES: WITT IND	
DIG: WITT IND	
CHK: EML	
A.F.E. 3327	
ID# KENO354X.DIC	

UNION PACIFIC RAILROAD
ST. FRANCIS, WISCONSIN
TO CHICAGO, ILLINOIS
A.T.S. CIRCUITS
OFFICE OF CHIEF ENG'R OMAHA NEBR.

DATE	01-21-02
SHEET	.DIC
DWG	35.9
	KEN

Bergeron, Rodney

From: TNANDRYU@up.com
Sent: Wednesday, January 05, 2005 3:01 PM
To: Bergeron, Rodney
Subject: Re: FW: 176624D - Madison Street, Waukegan, IL


pic23986.gif


176624D
son Street mark

FYI...

"Bergeron, Rodney" <rbergero@icc.state.il.us>
01/05/05 11:01 AM

To: <TNANDRYU@up.com>
cc:
Subject: FW: 176624D - Madison Street, Waukegan, IL

Tom, your attachment is of the UP logo only?

-----Original Message-----
From: TNANDRYU@up.com [mailto:TNANDRYU@up.com]
Sent: Wednesday, January 05, 2005 10:54 AM
To: Bergeron, Rodney
Subject: Re: 176624D - Madison Street, Waukegan, IL

Rod:

I neglected to include the operating rule in my previous note. It is attached below for your information.

----- Forwarded by Tom N. Andryuk on 01/05/05 10:49 AM -----

Tom J. Moran

01/03/05 01:45 PM

To: Tom N. Andryuk@UP
cc: Jim N. Murphy@UP, Richard B. Free@UP
Subject: Re: 176624D - Madison Street, Waukegan, IL(Document link: Tom N. Andryuk)

The rule that covers movement over this crossing, which is on a Yard track in Waukegan, is copied below. This crossing is considered other than main track or siding.

(Embedded

image moved

to file: Union Pacific Rules

pic23986.gif)

6.32.2

Automatic Warning

Devices

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

Movement has been delayed or stopped within 3,000 feet of the crossing.
Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
Movement is closely following another movement.
Movement is on other than the main track or siding.
or
Movement enters a main track or siding within 3,000 feet of the crossing.

| Employees must observe all automatic crossing warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication. Notify all affected trains as soon as possible. |

Report malfunctioning automatic crossing warning devices to the train dispatcher or to the Grade Crossing Safety Hot Line (800-848-8715) by the first available means of communication. If equipped, when the white

power-on light on the exterior of the signal house is not lit or when a strobe light on the exterior of the signal house is flashing, immediately notify the train dispatcher or the Grade Crossing Safety Hot Line.

On a prior SP territory track where a "STOP" sign is located next to a road crossing, movement must stop at "STOP" sign. Movement may proceed only after automatic crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered. If automatic crossing warning devices fail to operate, movement may enter the crossing only after a crew member is on the ground at the crossing to warn highway traffic.

In the application of Part A of this rule: A crossing having a broken gate(s) is to be considered as having working devices when the balance of the automatic warning devices are seen to be working. Movement may proceed over the crossing at 15 MPH without stopping.

A. Automatic Warning Devices Malfunctioning
Use the following table to properly complete movement over the crossing:

Movement When Automatic Warning Devices Are Malfunctioning	
If . . .	Then . . .
Someone is not at the crossing to provide warning	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member, or If devices are seen to be working or when relieved by the train dispatcher, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by 1 equipped flagger who is unable to protect the crossing in all directions of approaching traffic	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by 1 or more equipped flaggers who are able to protect the crossing in all directions of approaching traffic	Proceed over the crossing at normal speed without stopping.
NOTE: An equipped flagger is a person other	

than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt, or jacket must be fluorescent. The flagger must have a red flag or stop paddle at day, and white light at night.	

When advised by the train dispatcher or proper authority that the malfunctioning automatic warning devices have been repaired, these restrictions no longer apply.

B. Whistle for Crossing
When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(11) regardless of any prohibition.

Tom N. Andryuk

01/03/2005 08:16 AM

To: Jim N. Murphy@UP
cc: Richard B. Free@UP, Tom J. Moran@UP
Subject: 176624D - Madison Street, Waukegan, IL

Jim;

Please see Bergeron's note below and advise appropriate course of action.

----- Forwarded by Tom N. Andryuk on 01/03/05 08:15 AM -----

"Bergeron, Rodney" <rbergero@icc.state.il.us>

12/30/04 12:17 PM

To: "Thomas Andryuk \(E-mail\)" <TNANDRYU@up.com>
cc:
Subject: 176624D - Madison Street, Waukegan, IL

Tom,

The approaches for this crossing will not meet Fray's 234.225 (in no event shall it provide less than 20 seconds warning time for the normal operation of through trains before the grade crossing is occupied by rail traffic).

See attached plans. <<176624D Madison Street markup.pdf>>

Please revise plans showing appropriate approach lengths allowing for FRA's 20 second minimum plus equipment reaction time and train speed variances, or should this crossing be govern by an operating rules please provide our office with a copy of this operating rule.

Appreciate your help, Rod (See attached file: 176624D Madison Street markup.pdf)

(See attached file: pic23986.gif)(See attached file: 176624D Madison Street markup.pdf)

(b) The train is made up entirely of double stack well cars and/or five-platform articulated single-level spine cars, regardless of trailing tonnage.

(4) The train had no harsh slack action while stopping from the emergency brake application,
(5) The end of train telemetry device or caboose gauge shows that the brake pipe pressure on the rear car is restored,
(6) A brake pipe leakage test (or air flow indicator gauge) on freight trains is within proper limits,
(7) The train does not require excessive power to start after stopping.
and
(8) The 2-way EOT device "Emergency" toggle switch was not operated.

If the train does not meet all eight conditions, inspect as outlined in the paragraph above.

6.25 Movement Against the Current of Traffic
Add:
- Rule 9.17.1 (Signal Protection in ABS by Lining Switch)

6.26 Use of Multiple Main Tracks
Multiple main tracks are numbered as follows:
- On east-west subdivisions, track numbers increase from north to south, and the northern most track is No. 1, and
- On north-south subdivisions, track numbers increase from west to east, and the western most track is No. 1.

6.28 Movement on Other than Main Track
This rule is in effect on all industrial leads unless the subdivision page states otherwise.

6.29.1 Inspecting Passing Trains
Change section titled "Ground Inspections" to read:
When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location. If safe to do so, a trainman must cross the track and inspect the side of the passing train opposite the stopped train. However, during snow and icy conditions, crew members may remain in the locomotive cab when inspecting passing trains.

6.30 Receiving or Discharging Passengers
Add:
Passenger Crew Responsibilities: When approaching a station to receive or discharge passengers, decide if the train is routing on the track nearest the station platform. If other trains could pass on an adjacent track between the passenger train and the station platform, call the train dispatcher. Find out that no trains or engines will use the adjacent track. If trains are approaching on the adjacent track, delay arrival until the other train or engine has stopped or is clear of the station platform.

Other Crews Responsibilities: Do not pass between a passenger train that receives or discharges traffic until all passengers and employees have cleared the track between the passenger train and the station platform. Then, pass only when preceded by an employee walking just ahead of the movement.

6.32.2 Automatic Crossing Devices
Change rule title to read "Automatic Warning Device"

Delete first paragraph.

Change second paragraph to read as follows:
Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and

the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than a main track or siding.
  or
- Movement enters a main track or siding within 3,000 feet of the crossing

Add a sentence following the table in part A to read:
When advised by the train dispatcher or proper authority that the malfunctioning automatic warning devices have been repaired, these restrictions no longer apply.

Report malfunctioning automatic crossing warning devices to the train dispatcher or to the Grade Crossing Safety Hot Line (800-848-8715) by the first available means of communication. If equipped, when the white power-on light on the exterior of the signal house is not lit, or when a strobe light on the exterior of the signal house is not lit, or when a strobe light on the exterior of the signal house is flashing, immediately notify the train dispatcher or Grade Crossing Safety Hot Line.

On a prior SP territory track where a "STOP" sign is located next to a road crossing, movement must stop at "STOP" sign. Movement may proceed only after automatic crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered. If automatic crossing warning devices fail to operate, movement may enter the crossing only after a crew member is on the ground at the crossing to warn highway traffic.

In the application of Part A of this rule: A crossing having a broken gate(s) is to be considered as having working devices when the balance of the automatic warning devices are seen to be working. Movement may proceed over the crossing at 15 MPH without stopping.

6.32.4 Clear of Crossings and Signal Circuits
Change second paragraph to read:
When practical, avoid leaving cars, engines, or equipment standing closer than 250 feet from the road crossing when there is an adjacent track.

Referring to the second paragraph: In the State of Illinois, the distance is 500 feet; in the State of Wisconsin, the distance is 330 feet; and, in the States of Arkansas, Kansas, and Louisiana the distance is 300 feet.

7.3 Additional Switching Precautions
Add to the list of equipment that must not be cut off in motion or struck by any car moving under its own momentum:

- Articulated and solid drawbar-connected cars with more than two car bodies. However, when empty, these cars may be kicked but not humped.
- Scale test cars.
- Roadway equipment.

7.7 Kicking or Dropping Cars
Change first paragraph to read:
Kicking or dropping cars is permitted only when it will not endanger employees, equipment, or contents of cars. Dropping cars is permitted only on territory where specifically authorized.

7.7.1 Gravity Switch Moves
Add new rule to read as follows:
Unless otherwise restricted, a gravity switch move can be utilized where cars must be repositioned on the opposite end of the engine. Not more than five cars may be handled at one time in this manner, and only with sufficient hand brakes manned by crew members to insure that the movement